

Montana and the Sky

Vol. 36, No. 11

MONTANA AERONAUTICS DIVISION

November 1985

Airport Loan Funds Available

The renewed Montana Airport Improvement Loan Program, authorized by the 1985 legislature, is now in place and money is available for loans to Montana airports.

The law establishing the program restricts the money for use only as the sponsor's required matching share of a federal Airport Improvement Program (AIP) project being funded through the Aviation Users Trust Fund administered by the Federal Aviation Administration.

The available state money totaling \$1.7 million is made available through the sale of general obligation bonds which must be repaid along with 7.109% interest.

Communities are encouraged to apply to the Montana Aeronautics Division for a loan in an amount not to exceed the required share of their approved AIP project. The loan, together with 7.109% interest and an administrative fee equal to 1% of the total loan amount, may be repaid over a period of up to ten years. All loans must first receive approval from the Montana Aeronautics board.

For further details, please contact Dave Kneedler or Vern Moody at the Montana Aeronautics Division in Helena, phone 444-2506.

FAA WITHDRAWS MEDICAL PROPOSAL

Citing objections from the medical community, the Federal Aviation Administration has withdrawn a proposed rulemaking that would have reduced the frequency of medical examinations required of student and private pilots.

A majority of comments from the medical community opposed the proposed rule, although some supported the intent of the proposal. In general, commenters argued that a reduction in the frequency of medical exams could be regarded as downgrading the importance of health in flight safety.

In taking the action, FAA noted that the American Medical Association presently is under contract to review the agency's airmen medical standards and certification practices and expects to report its findings and recommendations in February 1986. FAA said data from the study should permit a more thorough evaluation of the safety concerns raised by the medical community in commenting on the proposed rule.

Accordingly, the agency said it has decided "to withdraw the notice and reconsider the matter in the context of the AMA's recommendations."

FAA published its proposal in December 1982 in response to a rulemaking petition submitted by the Aircraft Owners and Pilots Association. The proposal would have required third class medical examina-

tions at two-to-five-year intervals based on the airman's age, rather than every two years as is now the case. Third class medicals are those required of student and private pilots.

Nationally, aviation groups have expressed disappointment with the FAA's withdrawal of the proposed rule.

Division Begins Work On New Chart

The Aeronautics Division has begun work on a new Aeronautical Chart. Information is being collected from many sources to be sure that airstrips and hazards will be accurately depicted.

If you own an airstrip that is not depicted on the current chart, please fill out the form on page 7 and return to the Division office. If your airstrip is already depicted on our current chart and if we do not hear from you, we will assume that the information we have is correct.

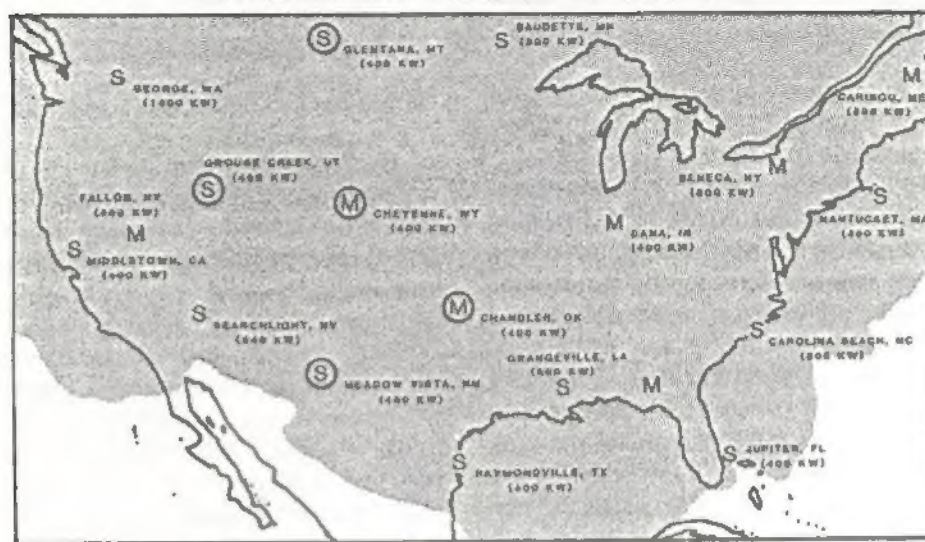
If you do not own an airstrip but know someone who does, please pass this information along.

More forms are available at the Aeronautics Division offices. If you need further information or assistance in filling out the forms, please call Vern Moody at the Division office at 444-2506.

Administrator's Column

LORAN C: I am pleased with the recent successful advancement of Loran C development at the Washington, D.C., level. FAA Administrator Donal Engen has requested \$5 million in the FAA FY 86 budget which will begin paying the way to develop better Loran C coverage throughout the continental U.S. and Alaska. The budget proposal will be used to 1) address site locations for five (5) new Loran C transmitters to give better coverage in what is referred to as the "mid-continent gap," which is the area of central U.S. from Canada to the gulf; 2) improve coverage in Alaska; and 3) develop non-precision Loran C IFR approaches at airports presently not having IFR approaches. The National Association of State Aviation Officials has been very active in this program and has led the way toward testing Loran C non-precision IFR approaches. All of the Loran C IFR testing has resulted in remarkable accuracy resulting in the first Loran C non-precision IFR approach being approved for the Hanscom Field at Bedford, Massachusetts, by FAA Administrator Engen after he personally flew in the test aircraft on November 4, 1985. The proposed budget has not yet been approved, however, and in fact the House Subcommittee on Transportation has cut the entire \$5 million while the Senate Subcommittee on Transportation has approved the entire \$5 million. A joint conference committee is meeting to try to agree on some type of compromise. If you feel strongly about this Loran C issue, you should let your Congressional delegation know. I feel that Montana will be greatly affected in that air transportation will be enhanced by being able to have instrument landing capabilities at most of our airports. The chart below depicts the new proposed Loran C transmitter stations. Please note that one station is proposed for Montana.

COVERAGE WITH 5 NEW 400 KW STATIONS



■ = PROPOSED COVERAGE WITH 5 NEW 400 KW STATIONS
 ○ = 5 NEW STATIONS

Thank You. I would like to thank all those pilots and observers who volunteered their time and/or aircraft in the aerial searches we have recently conducted. Montana has one of the best search and rescue organizations in the nation, and a good share of that success is due to the unselfish support and help given by our volunteer search coordinators and the many Montana pilots who volunteer to serve as pilots and/or observers during aerial search. These people receive no pay for their time - often taking vacation or other leave from jobs to serve. The



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ADMINISTRATOR'S COLUMN — Continued

Aeronautics Division pays only for the fuel and oil used by the aircraft (the U.S. Air Force pays for the CAP fuel and oil) and covers the volunteers with workers' compensation insurance. Without such unselfish concern, a well-organized search organization would be impossible. Again, THANK YOU!

Van De Riet Scholarship Deadline Announced

January 31, 1986, is the deadline for the Van De Riet Flight Training Scholarship.

The \$200 scholarship was established by Ruth Van De Riet in memory of her husband Jack. The first scholarship was awarded in 1983.

The scholarship is to be used to help defray the costs of flight instruction. The award will be based on scholastic achievement in an accredited aviation program in a Montana high school or college. Nominees may also be chosen from those demonstrating outstanding achievement in CAP programs or other Montana aviation programs or organizations.

Letters of application should be mailed to the Montana Aeronautics Division outlining the reasons for applying, career goals, and past aviation experience.

Applications should be addressed to the Montana Aeronautics Division, Box 5178, Helena, MT 59604.

Surplus Offered For Sale

Glacier Park International Airport has improved its runway lighting system and has the following items for sale:

100 ea. high intensity runway bulbs:
med. prefocus, 204 watts,
6.6A/T14/2P.

40 ea. medium intensity runway
bulbs: med. prefocus, 45 watts,
6.6A/T10P.

24 ea. clear HI lens

8 ea. red HI filters

8 ea. yellow HI filters

Contact Monte Eliason, Glacier
Park International Airport, 257-5994.

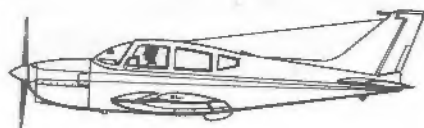
New FBO Opens At Ennis

Madison Valley Aircraft is a new FBO operating on the Big Sky Airport at Ennis. The company is operated by Lee Poole and Paul Yedinak.

They offer engine overhauls, complete restorations, aircraft modifications and conversions. Other services include scenic flights, charter service, flight instruction. A flight office pilots' lounge is also available.

Aircraft fuel is sold and auto fuel is also available. Jet fuel can be provided upon request.

The phone number for Madison Valley Aircraft is 682-7431.



MONTANA FBOS SELLING AUTO FUEL

The following Montana FBOs are now selling auto fuel for use in aircraft:

Strand Aviation - Kalispell

Madison Valley Aircraft - Big Sky
Airport - Ennis

Hamilton Aviation - Hamilton

Empire Airways - Missoula

Action Aviation - Glendive

Lindy's Landing West Seaplane
Base - Seeley Lake

Red Lodge Airways - Red Lodge

We know there are probably other FBOs around the state that are providing this service. Please let us know, and we will continually update this list.

CALENDAR

Dec. 13 - Aeronautics Board meeting, Helena.

Feb. 21 - 23, 1986 - Flight Instructor Refresher Clinic, Helena.

March 12 - 15, 1986 - Montana Statewide Aviation Conference, Billings.

March 12 - 15, 1986 - Aviation Mechanics Refresher Seminar, Billings.

Aug. 1 - 8, 1986 - EAA Fly-In, Oshkosh, Wisc.

FAA Issues Certificates

PRIVATE

Michael Neutgens Wolf Point
Gary Hagemo Kalispell
Janet Anderson Bigfork
Sidney Fredericks .. Columbia Falls
Charles Knox Helena
Tyrone Moe Wolf Point
Allan Pipal Wolf Point
James Fors Missoula
Rudy Ringhoff Polson
Ronald Warnick Fort Shaw
James Boldt Billings
Wendell Esp Hardin
Glen Mundt Billings

COMMERCIAL

Keith Petersen Billings

INSTRUMENT

Gerhart Blain Billings
Jay Preston Ronan

ATP

Harold Graf Great Falls

INSTRUCTOR

George Shroyer Bozeman
Michael Roy Florence

INSTRUCTOR RENEWAL

Rolan Albright Roundup
Harold Johnstone Angela
Philip Timm Polson
Wendell Esp Hardin
John Hutchinson Billings
William Wilson Billings
Randal Muri Miles City

FLIGHT ENGINEER - TURBOJET

Leslie Preston Great Falls

FLYING FARMERS CONVENTION

October 4 - 6 - Cut Bank



Newly installed officers are (from left): Al Schmitt, president; Frank Kummerfeldt, vice president; Gary Nelson, secretary-treasurer; Ken Bogar, newsletter editor; Charles Hanson, director; Jim Lewis, director. IFF President Jack Viall, Illinois, installed the new officers.



Sharing a laugh with Jack Viall at the banquet is Kristi Jill Kenny, International Farmerette from Oyen, Alberta.



Flowers are presented to Leona Strouf, outgoing president, by Meridith Kummerfeldt.



International Flying Farmer President Jack Viall, Illinois, addresses the business meeting.



Newly elected president, Al Schmitt, Frazer, makes a point during the business meeting.



Man of the Year Guy Willson (right), Moore, receives a plaque presented by Ken Bogar.



Queen Phyllis Sammons and Consort Herb are surrounded by other queens, past and present. They are (from left): National Duchess Terry Wilderman; Saskatchewan Queen Frances Love; Carol Fachner, Wolf Point; Marilyn Lewis, Helena; Marilyn Leininger, Lewistown; Leona Strouf, Moccasin; Meridith Kummerfeldt, Nashua; Ruth Sondreson, Polebridge; and Dorothy Langhus, Big Timber.

Just What DOES Happen During A Search??

Two or three recent air searches have raised questions and interest in the process by which an air search takes place. We thought it might be helpful to outline for you just what does happen during an air search.

The following is a hypothetical air search from start to finish. Names of the "pilot" and "passenger" and N number of the plane along with circumstances of the flight are purely fictional. The rest is a true depiction.

January 15. 0600 Hours. Libby, Montana: George Black and his friend Sam Smithers leave home for the Libby Airport to preflight George's Cessna 182 for a flight to Miles City. Both men have business meetings in Miles City and plan to fly there and return to Libby tonight.

0630: The men have pulled their airplane from the hangar and gone through their preflight checklist. Black files a VFR flight plan. His estimated time of arrival in Miles City is 1000.

0645: N123AB takes off from the Libby Airport on a southeasterly heading.

1030: The person on duty at the Miles City Flight Service Station (FSS) notes that N123AB is 30 minutes overdue and initiates an INREQ (information request) through the FSS communications network. The information is put out over the FAA communication system to learn if other FAA facilities (FSSs, Flight Watch, ATC, and control towers) along the proposed route have had any contact with this aircraft. The U.S. Air Force Rescue Coordination Center (RCC) at Scott Air Force Base in Illinois and the Montana Aeronautics Division are notified of the INREQ. (A staff member of the Montana Aeronautics Division is on duty 24 hours a day, 365 days a year. This duty is rotated among staff members on a weekly basis.) The INREQ lasts only 1 hour.

1130: (1 hour and 30 minutes after estimated time of arrival) N123AB has not been located nor are there any reports of an ELT signal or radio contact. An ALNOT (alert notification) is

issued by the Miles City FSS and Scott AFB is notified. Scott, in turn, notifies the Aeronautics Division of the ALNOT. The FAA facilities contacted during the INREQ and additional FAA facilities located about 50 nautical miles on either side of the proposed route are contacted by Miles City FSS and requested to do a ramp check. They are also asked to request that aircraft with which they are in contact monitor the emergency radio frequency of 121.5 for a possible ELT (emergency locator transmitter) signal. (With few exceptions, ELTs are required in all general aviation aircraft.) At airports where there are no FAA facilities or where the airport is unattended, the airport manager, sheriff's department, city police, or FBO is contacted by the closest FSS to conduct a ramp check. The Aeronautics Division duty person contacts Mike Ferguson, Division administrator, and Fred Hasskamp, chief of the Safety and Education Bureau, at the beginning of the ALNOT stage (if one of them is not the duty person) to advise them of the possibility of an all-out air search.

1140: The Montana Aeronautics Division duty person calls phone numbers listed on the flight plan and on Black's registration card on file at the Aeronautics Division office to be sure that Black has not merely failed to close his flight plan. Black's Montana pilot registration card is carefully reviewed for clues as to his experience as a pilot. Very often, hours of experience and other information on the pilot registration can yield clues which will aid in developing a profile of the pilot of a missing aircraft.

1200: U.S. Air Force RCC reports no satellite ELT hits in Montana. Three Russian and two American satellites monitor for ELT signals with a maximum duration between passes over a particular part of the country of approximately two hours.

1205: The duty person at the Aeronautics Division contacts Mike Strand, volunteer search coordinator in District 2 at Kalispell, Martin

Elshire, District 4 at Great Falls, Willy Rimby, District 6 at Lewistown, and Sig Ugrin, District 9 at Miles City. The coordinators are asked to do an immediate route search along the portion of the proposed route falling in their districts looking for the red and white 182 and monitoring the emergency radio frequency for ELT signals. Each search coordinator is equipped with an ELT homer and special antenna system. Sheriffs in all counties along the flight planned route are notified of the possibility of an air search in their counties. Bob Palmersheim, District 10 coordinator at Billings, is alerted to have his volunteers on standby with the possibility of extending the search into his district.

1400: District search coordinators begin reporting back to the Aeronautics Division with negative results of route searches conducted either by themselves or by other volunteer search pilots. These volunteers are contacted by the search coordinators from a list provided by the Aeronautics Division. Lists are made up of registered Montana pilots who volunteered for search duty. Whenever possible, pilots who have completed the Mountain Search Pilot Clinic are called first since they have been trained in search techniques and ELT homing.

1410: The Aeronautics duty person informs Ferguson and Hasskamp that the search will have to be expanded into a grid search. (A grid is an area of approximately 10 x 15 nautical miles into which the entire nation has been divided.) Hasskamp and Ferguson come in to assist the duty person. Hasskamp calls the FAA Air Traffic Control Center in Salt Lake City requesting an NTAP (national radar track analysis). Hasskamp also calls the National Weather Service in Helena for a complete recap of the weather conditions during the time frame of the planned flight.

1430: Hasskamp calls the search coordinators and tells them that the search will have to be expanded along the proposed route of N123AB. Each

(Continued on page 6)

Search - continued

coordinator assigns grids - or parts of grids depending on the difficulty of terrain - to qualified pilot/observer teams called from his list of volunteers. He is very careful to select pilots capable of conducting their flight operations in a safe and efficient manner under current conditions. The type of aircraft being utilized is also considered in making grid assignments. The safety of search pilots and observers is of primary concern. It will take a minimum of three to four hours to thoroughly search each grid from an altitude of approximately 500 feet. Only one aircraft is normally assigned to each grid. Pilot/observer teams are rotated over the course of a search so that each grid is searched more than once and by a different flight crew.

1600: Salt Lake Center calls the Division to report that there was radar contact with an aircraft with 1200 transponder squawk about 5 miles north of Judith Gap on an easterly heading at 7,300 feet. The aircraft was tracked about 15 miles when they lost him at 0906 hours local time at 6,900 feet. The National Weather Service calls to say that they have the requested weather package prepared. Hasskamp has this picked up and it is carefully reviewed. The weather in the Great Falls/Lewistown/Harlowton area was reported as low visibility and numerous snow showers with gusty winds.

1605: Hasskamp calls Mike Strand and Martin Elshire to let them know that Salt Lake Center picked up an unidentified 1200 squawk in the Judith Gap area. Due to timing and location matching Black's flight plan, there is a high probability that this is N123AB, and the search in the Kalispell and Great Falls areas will be put on hold for the time being.

1615: Hasskamp calls Willy Rimby giving him an update and the grids in his district in which to concentrate the search. Due to the fast approaching darkness, Willy is requested to immediately dispatch two aircraft to route search the west and south side of

the Big Snowy Mountains and to organize his volunteers to begin grid searching at daylight the following morning.

1620: Hasskamp calls Bob Palmer-sheim to update him on events to this point and to request that he also immediately dispatch two search aircraft to route search the north grids of his district before darkness sets in. Hasskamp also calls Sig Ugrin at Miles City with the same information and requests that he continue with his route searching until darkness and also organize his volunteers for grid searching at daylight the following day.

1630: Hasskamp calls Scott AFB and requests authorization and a mission number to mobilize the Civil Air Patrol. Although qualified CAP members are likely already flying as individual volunteers in the district in which they live under the respective district coordinators, when the CAP is mobilized as a unit they will then fly for the CAP under jurisdiction of the Division's district search coordinators. The Montana CAP Wing is alerted through a call from Scott AFB to Col. Bill Hewitt, Montana Wing commander, Bigfork. Hasskamp also talks to Hewitt, briefing him and requesting that he alert the CAP members and put them on standby for possible search assistance. If during the ensuing search qualified local volunteer pilots/observers/aircraft are not available, district search coordinators will then call the Division requesting CAP assistance. It should be pointed out that local search coordinators have a tremendous responsibility in selecting highly qualified pilots for search assignments and, therefore, prefer to utilize pilots whose capabilities they have personal knowledge of. They are not comfortable assigning pilots whose capabilities are unknown to them. It is for this reason that when the CAP is called in someone from the Aeronautics Division is sent to the respective district headquarters to assist in the coordination of CAP/non-CAP search assignments.

1700: Reports come back to the Division offices from the district coordinators that nothing has been found. Pilots out of the Lewistown and Billings districts report bad flying conditions with low visibilities, gusty winds, and moderate turbulence. Due to darkness, they have all returned to their respective bases. The pilots out of Miles City also report turbulence and low visibility along the western grids of their area. Division personnel working on the search go back over all the information gathered during the day. Hasskamp calls the Weather Service for a forecast of weather for the following day. The forecast is for scattered snow showers in the mountains in the early morning hours with clearing by noon.

1830: Hasskamp calls Scott AFB to report the activities of the day and to outline plans for the following day's search. Scott reports negative ELT hits by satellite and high flying aircraft.

January 16. 0610: Hasskamp calls the weather station for weather briefing and learns that there are scattered snow showers in the Lewistown/Harlowton area with clearing conditions at Billings and Miles City. Hasskamp calls Ferguson and gives him the weather update. It appears that the high probability area is in Rimby's district and Ferguson recommends that Hasskamp come to work prepared to fly to Lewistown to assist in the event the aircraft is not located by noon and a decision is made to request CAP assistance. This request will be made in the event that sufficient local search resources are exhausted or not available. Hasskamp would then assist in coordinating grid assignments between CAP and non-CAP search aircraft.

0700: Hasskamp and Ferguson arrive at Aeronautics Division offices and begin calls to the three district coordinators for progress reports. Search pilots and observers are already receiving grid assignments and preflighting aircraft for departure as soon as light is favorable.

(Continued on page 8)

ATTENTION: MONTANA AIRSTRIP OWNERS

The Montana Aeronautics Division is compiling the necessary data to complete the new 1986 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. If your airstrip is already depicted on our most current chart and if we do not hear from you, we will assume that the information we already have is correct.

We have had a legal opinion which indicated that an airstrip clearly depicted as being restricted and 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assumes all risk; and 5) prior permission required will have less liability on the owner than one which is NOT shown on the chart but is clearly visible from the air and identifiable as an airstrip and can therefore be considered a "public nuisance" in legal terms.

Mail to: Aeronautical Chart Revisions
Montana Aeronautics Division
Box 5178
Helena, MT 59604

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

AIRSTRIP LOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitud _____

Nearest Town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments: _____

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstruction & Distances
------------------	--------	-------	----------------------------------

_____	_____	_____	_____
-------	-------	-------	-------

Airport Elevation _____ Unicom Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency Only _____

Telephone Available? Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature _____

Search - continued

0930: Search pilots begin to return to headquarters with negative results. The decision is made to expand the grid searching in the Lewistown district and it appears that additional assistance will be required. Ferguson calls Col. Hewitt and requests CAP assistance to report to Skycraft, the search headquarters on the Lewistown Airport, for briefings by Hasskamp upon their arrival. Hasskamp leaves for Lewistown. Ferguson will remain in Helena to serve as a clearinghouse for information from RCC, FAA, search coordinators and the media.

1130: Several CAP aircraft, including the designated CAP search commander, arrive from Great Falls and Columbus and are briefed by Hasskamp and given grid assignments.

1400: A search aircraft calls the Billings FSS through the Harlowton remote outlet (per pre-search briefing)

and reports that he has spotted a downed aircraft along the south slope of the Big Snowy Mountains. There appears to be at least one survivor. The search pilot requests Billings FSS to have an ambulance helicopter dispatched to the coordinates he provides. He further advises that he will remain in the area to direct the helicopter to the downed aircraft. Per pre-search briefing, the pilot then contacts the Harlowton unicom, which is located in the sheriff's office, and reports the position. Although the location may not be in that sheriff's county, he will check and advise the appropriate sheriff. Again per pre-search briefing, the pilot calls via the search frequency (123.1) to other search aircraft advising them that he has located the wreckage and for them to return to their respective bases and advise their coordinators that the aircraft has been found and to discontinue the search.

1500: The HELP helicopter reaches the vicinity of the crash site, establishes communication with the search aircraft circling overhead, and is directed to the downed aircraft. The search aircraft remains in the area until the helicopter crew verifies that this is the wreckage of N123AB and that there are two survivors. The search aircraft recontacts the sheriff's department in Harlowton with this information.

1530: Hasskamp calls Ferguson in Helena with the verification of the crash. Ferguson then calls RCC, the FAA, search coordinators, the media, etc., to let them know the outcome of the search.

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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